

### Coordination

#### 5.1 Scoping Process

An informal on-site scoping meeting was held on October 11, 1985, with representatives of the Illinois Department of Transportation, Stanley Consultants, Rock Island Corps of Engineers, US Fish and Wildlife Service, and Illinois Department of Conservation (now Department of Natural Resources). At this meeting, it was recommended that an alignment be developed that minimized impacts to the woods on the north side of the Rock River. This alignment ultimately became the Preferred Alternative along with a crossing of the borrow area south of the river on fill. ~~A copy of meeting minutes is found in Appendix D.~~ The Corps of Engineers has been contacted regarding participation as a cooperating agency for the EIS.

On December 11, 1985, the Federal Highway Administration published a notice of intent for this project in the Federal Register. ~~(see Appendix D).~~ The FHWA issued this notice to advise the public that an environmental impact statement was to be prepared for a proposed highway project known as the Milan Beltway Extension/Rock River Crossing located in Rock Island County, Illinois. A formal scoping meeting was not proposed at the time of notice. No comments were received as a result of publishing the notice of intent.

#### 5.2 NEPA/404 Merger Process

State and federal agencies meet on a regular basis to review Illinois highway projects. The reviews concentrate on the requirements of the National Environmental Policy Act and Section 404 (discharge of dredged and/or fill materials into the waters of the United States) as they relate to a specific project. Two such meetings were held on the Milan Beltway Extension and are summarized below.

On April 29, 1996, the representatives of the Illinois Department of Transportation, Illinois Department of Natural Resources, US Army Corps of Engineers, United State Environmental Protection Agency, United States Fish and Wildlife Service, and the Federal Highway

Administration met to discuss the proposed beltway extension project. The main thrust of the meeting was to provide background on the project to agency representatives and to present project purpose and need for action. Agency comments have been included in Section 1 of this document.

A second NEPA/404 coordination meeting was held on September 29, 1997. Agencies represented included the US Army Corps of Engineers, United States Environmental Protection Agency, Federal Highway Administration, United States Fish and Wildlife Services, Illinois Department of Natural Resources, Illinois Environmental Protection Agency, and the Illinois Department of Transportation. Discussions centered around alternatives, biological issues, wetland impacts and mitigation, and the borrow pond north of Interstate 280. All agencies in attendance concurred in the range of alternatives considered and the selected alternative.

Detailed notes from the April 29, 1996 and the September 29, 1997 meeting are found in Appendix D.

### **5.3 Federal and State Agencies**

Numerous coordination meetings were held during the course of the EIS preparation process. Minutes of these meetings involving federal and state agencies are found in Appendix D.

The Department has coordinated with the United States Department of Army Corps of Engineers (US COE) throughout the development of this proposed project.

During this time, the US COE has expressed concerns in the following areas: impacts to the existing levee near Milan, Illinois, the 404 Permit, the wetland mitigation area near Green Rock, etc.

The Department has worked through these concerns with the US COE to resolve these issues and the US COE is satisfied with the proposed project.

The Department has had continuous coordination with the Federal Aviation Administration (FAA) throughout the duration of the project. During our coordination with FAA, numerous policy and safety requirements were discussed. Some of these issues include: temporary crane heights and locations, light pole heights, commitment for shielded light fixtures, wetland mitigation concerning open water areas, purchasing of airport property, there is to be no interference with the approach light for Runway 9, no ditches are to be built in the extended object free area of Runway 9, etc. These issues have been considered throughout the development of the project. The Department will continue to coordinate with the Airport Authority and the FAA throughout project construction.

In conclusion, the Department believes that these matters have been resolved to the best of our knowledge and FAA is in agreement that we have adequately satisfied their concerns.

## **5.4 Local Agencies**

### **5.4.1 Communities**

Over time, a series of meetings have been held with local agencies listed below. Minutes of these meetings are found in Appendix D.

City of Rock Island  
January 31, 1986  
November 15, 1991

Village of Milan  
January 31, 1986  
November 15, 1991  
February 20, 1997

City of Moline  
February 5, 1986  
November 15, 1991

Black Hawk State Historic Site  
October 21, 1986

### **5.4.2 Other Agencies**

Meetings were held with the Bi-State Regional Commission and Quad City Airport Authority. ~~See Appendix D for minutes of the meetings.~~

Quad City Airport  
April 10, 1987  
October 25, 1991

Bi-State Regional Commission  
January 31, 1986  
October 30, 1991

### **5.4.3 Local Residents**

To date, three public meetings have been held regarding the Beltway project. On September 19, 1985, a public awareness open house was held in the IDOT's "mobile office" parked at the Rock Valley Plaza on Blackhawk Road, just west of the project area. Approximately 65 persons attended the 5 hour "open house." Property owners were interested in how their properties would be affected. The chief concern was potential flooding upstream from the proposed bridge crossing. Other concerns were more publicity, construction schedule, and access. ~~Meeting notes are found in Appendix D.~~

On March 29, 1988, an informational session was held in the IDOT's mobile office located in the K-Mart parking lot at Blackhawk Road and 38th Street in Rock Island. The open house lasted 5 hours and was attended by 91 persons. Major concerns expressed by participants

were improved access, design of the Rock River bridge, and ramps at the Blackhawk Road/52nd Avenue interchange making it difficult for vehicles to get to Rock Island. A summary of comments is found in Appendix D.

On April 24, 1991, a third informational meeting was held in the IDOT's mobile office located in the K-Mart parking lot at Blackhawk Road and 38th Street in Rock Island. Subjects discussed with the public included access to individual properties, pier spacing and height of the Rock River bridge, and construction timing. A summary of comments is included in Appendix D.

On April 27, 1998, the Rock Island City Council met in a study session to consider an alternate to the proposed interchange (Alternate A - see Figure 3-3) at 52nd Avenue/John Deere (Blackhawk) Road. Alternate B was a design that gave direct access for westbound Illinois 5 (John Deere Expressway) traffic to the existing westbound lanes of Blackhawk Road that lead into Rock Island (see Figure 3-4). A number of citizens addressed the City Council regarding the alternatives. In summary residents said:

- Alternate B provides no access to Blackhawk Road.
- Alternate B adds two lanes to serve traffic bound for Rock Island.
- Alternate B complicates the provision of services to Rock Island residents who live in the Wildwood Subdivision which straddles the Rock Island-Moline border.

City Council voted to add the interchange question on the Council's agenda for later in the evening. The council approved Alternate A. ~~Appendix D contains the minutes from the meetings.~~

Partial plans for the proposed project were sent to more than 55 persons at their request. Appendix D contains a list of the individuals..

## **5.5 EIS Availability and Public Hearing**

The draft environmental impact statement was ~~will be~~ sent to an estimated 4315 federal, 4317 state, and 2321 local agencies, organizations, and individuals for review (see Section 6).

~~Upon approval of the Draft EIS and initial circulation to the public, a public hearing will be held for this project seeking environmental and design approval.~~

The Department held a Public Hearing on December 19, 2002 for the Milan Beltway Extension project over the Rock River.

The meeting was attended by approximately 150 people during the 5-hour period. Many of the attendees were just curious citizens in the project and wanted to know when the project was going to be constructed. The remaining people in attendance were affected property owners, tenants and/or political officials.

Some of the general concerns surrounded acquisition of proposed right-of-way. The following are example of questions we received: How will I be affected by this project? How much right-

of-way will you need? How will I be compensated for the loss of my property? All of these questions are typical questions we receive at all types of public meetings.

The Department feels that with the assistance of our Condemnations Engineer, we were able to answer all of the questions adequately.

A question was raised by Mr. William Nelson of the Rock Island Park District regarding water run-off just south of the 52<sup>nd</sup> Avenue interchange. According to Mr. Nelson, this area is part of the park property and has current drainage issues.

The Department met with the staff of Trinity Medical Center to find a resolution to the request of revising the relocated 3<sup>rd</sup> Street access point. The Department was able to accommodate the request and a revised drawing showing the relocated access point was sent to the staff as Trinity Medical Center.

In general, the project was well received and the majority of the people in attendance are positive about the proposed project and anxious for construction to begin..

## **5.6 Commitment Section**

1. The proposed project will remove approximately 6.56 hectares (16.2 acres) of trees for construction purposes. These trees will be replaced with deciduous tree species which are native to the District 2 area as part of the overall landscape and wetland compensation plans for the project. The wetland compensation for this project will plant approximately 8,946 trees in the three mitigation sites. Some additional trees will also be planted along the new roadway for aesthetics as determined by the District 2 Landscape Architect.
2. As requested by IDNR, tree removal for the project will be conducted between August 30 and April 1 to avoid impacting neo-tropical migratory birds during their nesting season.
3. Strict erosion control measures will be implemented as part of the overall project plan to ensure protection of aquatic species present in the area (as requested by IDNR).
4. The Department will comply with FAA's runway protection zone and airport object clearing policy. Therefore, no signs, light poles, or other associated facilities will be located in the runway protection zone for Runway 9 (as requested by FAA).
5. No ditches will be built in the extended object free area for Runway 9 (as requested by FAA).
6. No trees will be planted by the Illinois Department of Transportation south of Airport Road so as not be a possible future hazard to aviation (as requested by FAA).
7. The wetland mitigation site north of Airport Road will not be excavated so as to create any acreage of standing water (as requested by FAA).
8. The Department will provide adequate lighting on the Milan Beltway Extension without interfering with the pilot's or air traffic controller's views of the runways and other aircraft in the vicinity of the airport. The Department will provide light fixtures along the project that will be shielded if necessary to reduce glare, or other interference.

9. The Department will invite Quad City International Airport and FAA representatives to all construction planning, preconstruction and/or construction meetings regarding any impact upon air traffic flow.
10. The Department will ensure that grading will not impact the Runway 9 glide slope.
11. The Department will request that the Quad City International Airport obtain a release from federal obligations from the Federal Aviation Administration for land that the Airport wishes to sell at fair market value to the Illinois Department of Transportation.
12. The Illinois Department of Transportation will take no actions that would result in a change to the Quad City International Airport Layout Plan without the approval of the Metropolitan Airport Authority and the Federal Aviation Administration.